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25X1X6

1. The following names of Soviet orricers assigned to the Wittstock (N 54/U 11) airfield headquarters were learned in early March 1950:

Lt Col Mertsevich

Deshenkov ( he expected to be transferred to the Jaj Soviet Union but said that he would go to Werder (N 53/Z 53) first)

Capt Druegin

Sen Lt Maslenikov

Lΰ Svirnov

Lt Vasilov

Lt Shisterkov

- 2. About 250 German workers were constructing an E-W runway on the northern half of the landing field. The Wittstock branch office of the Maren (N 54/U 35) Bauunion Nord Firm had charge of the construction work. The number of workers was to be increased to 800. The Soviets set 1 October 1950 as the target date for the completion of the runway.
- 3. Most of the work was being done in the eastern section of the field. Lalf of the marsh (Tostluch, bordering on the field to the east) was cleared and being graded. Soviet officers said that the runway was to be 2,500 meters long. The runway construction site was staked off. of workers dug out the sod on both sides of the field to a width of about 500 meters and piled it up. group excavated this area to a depth of about &

CLASSIFICATION

No Change in Class

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 18 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Archivist of the United States.

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(Air)MGL-5867

4. All German employees and workers had to suddenly leave the airfield at 1 p.m. on 11 March 1950 and were not allowed to return before 8 a.m. on 13 March 1950. No reason for this measure was given. It was possibly connected with the arrival of new rader sets recently of ten mentioned by the Seviet officers. Only Soviet Air Force troops were stationed at/field. There were two radio stations. the 25X1A6a

- a. According to previous observations the Hq III Ftr Corps and presumably the headquarters of an ATD are stationed in Wittstock. The reported officers are not known to be assigned to either headquarters. No air unit is stationed at the airfield.
- b. The construction of a concrete E-W runway was confirmed by several sources but the target date (1 October 1950) is reported for the first time. The information that the runway is to be 2,500 meters long is considered credible.
- c. The presence of radar sets mentioned in para 4 was confirmed by other sources. It is assumed that these sets, used as fighter control sets, are operated by the corps headquarters.

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